

CHAPTER 12

BOATS AND MOBILE HOMES

1. Reference is made to the following documents:

A. Mobile Home/Boat Rate Solicitation

B. Defense Transportation Regulation, Part IV, Chapters' 407 and 412

2. Boats.

A. CONUS shipments, the PPSO may handle the service member's movement of boat and boat trailer as follows:

- 1) Do It Yourself (DITY) Move
- 2) Bill of Lading
- 3) Direct Procurement Method
- 4) Tow-Away Service
- 5) Commercial Boat Hauler

B. For international shipments, an OTO rate is required for any boat that will not fit into a standard size overseas container, except for small boats such as canoes, kayaks, and rowboats, or when carriers will not accept shipment under established rates.

The following are the most frequently asked questions on shipment of boats:

QUESTION: Service member informs PPSO that he has a 17-foot canoe to be shipped. How would you ship it?

ANSWER: Domestic Boat - Ship as a DPM shipment.

International Boat – Small boats such as canoes are shipped with member's household goods shipment. Item 508 will be authorized for crating.

NOTE: Any size boat with a trailer must be shipped under OTO procedures.

QUESTION: Service member has a 44-foot sailing yacht. What if any special requirements are needed?

ANSWER: A commercial boat hauler would be needed. This service is for a large boat normally not on its own trailer and normally a special type of boat. Boats without trailers are generally picked up and delivered to a marina. It is the member's responsibility, at the origin and destination, to ensure specialized equipment is available to load/off-load the boat by a crane or other type of hoisting means. Commercial boat haulers do not provide SIT service.

QUESTION: Can you ship a boat that requires an OTO rate with the member's household goods on international shipments?

ANSWER: Yes. If a member is shipping household goods and has a boat that requires an OTO, the OTO request should include member's household goods and boat. This reduces excess cost to the service member. NOTE: HHG and OTO boats must be shipped independently on domestic shipments.

QUESTION: Do I submit boat and trailer dimensions individually or combined?

ANSWER: The dimensions submitted to SDDC for the OTO request should provide the overall dimensions of the boat on the trailer. Sometimes when boats are loaded on their trailer there may be an overhang, which creates a difference in boat dimensions for shipping purposes. If incorrect measurements are provided, the OTO rate may need to be resubmitted and cause delays in shipment and additional excess cost to the service member.

QUESTION: Must a towaway boat and trailer be roadworthy and licensed?

ANSWER: Yes, service is just hook up and tow. Member must have boat and trailer prepared and ready to go. Costs incurred during transport, such as tire repair or replacement, etc. are charged to the member. If the boat and trailer are not roadworthy, an attempted pickup charge may be assessed.

3. Mobile homes.

The shipment of a mobile home by a service member is in lieu of their shipping entitlement for household goods. In most cases, a service member is often required to do a DITY move to transport their HHG, which alleviates the excess weight in the mobile home. There are several things that increase the cost of moving a mobile home and increase the probability of the service member having to pay excess costs:

- A. The mobile home is overloaded.
- B. Requirement for additional axles/braking axles.
- C. Third party services.
- D. Attempted pickups (due to unroadworthiness/inaccessibility).

The following are frequently asked questions on the movement of mobile homes:

QUESTION: How do you know if a mobile home is overweight?

ANSWER: There is a manufactured weight restriction, which is normally stated on the registration or on the mobile home itself.

QUESTION: How can you determine if a mobile home is roadworthy?

ANSWER: There are certain signs to look for when doing a pre-move inspection prior to pickup to help eliminate the chance of an attempted pickup charge.

1. Floors: Buckling, water damage, bowing, dry rot, and soft floor.
2. Frame: Check straightness, tongue, amount of rust, 'I' beam, signs of rewelding, cross-bracing, bows, and twists, damages, marks left from jacks.

3. Roof: Nothing protruding from roof, evidence of leaks, lifting shingles and sagging, no ripples, bows, waves.
4. Exterior/Interior Walls: Loose panels and screws, preexisting holes, dents, buckling, extremely wavy sides, water damages.
5. Axles/Tires: Bends, cracks, alignment of axles, condition, age, dry rot, wheel bearings checked, greased, resealed, brakes in working order.
6. Furnishings: Furniture and appliances that did not come with the mobile home should be removed and shipped separately.

QUESTION: How much excess cost will the service member incur?

ANSWER: This depends on the negotiated rate, the service members authorized weight entitlement, and the cost of moving his authorized weight from origin to destination. The difference (if it is more) between the negotiated rate to move the mobile home and the cost of moving his authorized weight allowance is the excess cost to the member.